

MARYLAND TAMS JOURNAL

OFFICIAL PUBLICATION OF THE MARYLAND TOKEN AND MEDAL SOCIETY, INC.

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JANE SEARS - EDITOR

9323 WALTHAM WOODS RD., BALTIMORE, MD. 21234

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Meetings are held at various coin shows and conventions throughout the year. See information on future meetings elsewhere in this issue.

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DUES: Dues for Regular, Junior and Organizational Membership is \$5.00 per year.

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See Classified Ad section for this information.

DEADLINES

<u>ISSUE</u>	<u>DEADLINES</u>	<u>ISSUE DATE</u>
Spring	Feb. 15th	March 21st
Summer	May 15th	June 21st
Fall	Aug. 15th	Sept. 21st
Winter	Nov. 15th	Dec. 21st

RATES

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1/4page	\$ 3.00	\$ 28.00
1/3page	\$ 4.00	\$ 14.00

What's Happening?

Make plans now to attend the

JANUARY 17, 1986

1-4 PM

BALTIMORE STREETCAR MUSEUM

1901 FALLS ROAD

BOOKLET ATTACHED TO JOURNAL

APRIL MEETING AT TRI CLUB SHOW IN NEW CARROLLTON

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The President's Message

SUMMER IS ALMOST GONE AND SOON IT WILL BE THANKSGIVING. THE YEAR HAS PASSED QUICKLY.

WE HAVE HELD TWO MEETING SINCE MY LAST REPORT. ON JULY 12, WE MET AT THE METROPOLITAN WASHINGTON NUMISMATIC SOCIETY SHOW. THOSE IN ATTENDANCE HEARD BILL MILLER TALK ABOUT DELAWARE AND MARYLAND PACKING TOKENS, AND HIS REARCH FOR THE TOKENS.

OUR MEETING AT THE MSNA CONVENTION ON SEPTEMBER 6 INCLUDED 30 MEMBERS AND 4 GUESTS. AT THAT MEETING, I TALKED ABOUT ELONGATED COINS. AS ONE OF THE HOST CLUBS FOR THE MSNA CONVENTION, WE LOOK FORWARD TO ADDING TO OUR TREASURY. A GREAT BIG THANK YOU TO ALL WHO HELPED WITH THE CONVENTION. NOT ONLY WERE OUR MEMBERS INVOLVED WITH REGISTRATION, EXHIBITS, PROGRAMS, AND OTHER FUNCTIONS, BUT OUR GREG RUBY AND BILL AYRES WERE SHOW CO-CHAIRMEN. I ENJOYED THE SHOW AND THOUGHT THAT EVERYONE DID A VERY GOOD JOB. CONGRATULATIONS TO BRYCE DOXZON WHO WON THE MD. TAMS MILLARD HAJEK AWARD FOR BEST EXONUMIA EXHIBIT AT THE SHOW. THANKS TO CHUCK KIRTLEY FOR BEING OUR JUDGE.

IF YOU WOULD LIKE TO RUN FOR AN OFFICE IN MARYLAND TAMS, PLEASE CONTACT BOB RUBY OR ME. OUR ANNUAL MEETING AND ELECTION OF OFFICERS FOR 1987-89 WILL BE HELD AT THE TRI-CLUB SHOW IN NEW CARROLLTON AT THE SHERATON. BRING YOUR DONATIONS FOR THE DONATION AUCTION AT THAT TIME OR GIVE THEM TO ONE OF OUR OFFICERS.

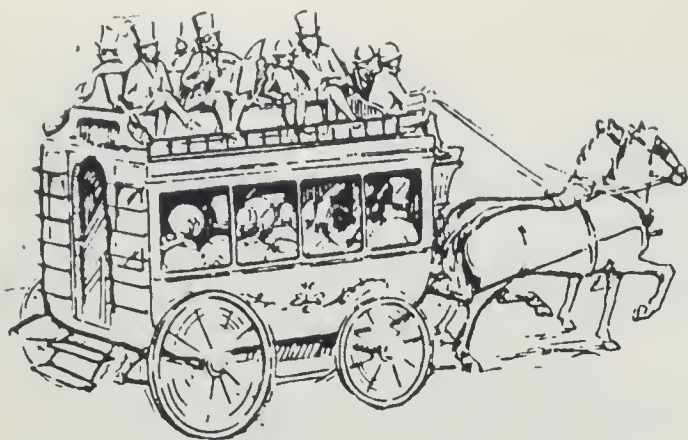
THE MARYLAND TRADE TOKEN BOOK IS AT THE PRINTERS FOR COMPLETION OF TYPESETTING AND PRINTING. IT IS PROJECTED TO BE READY FOR SALE BY CHRISTMAS WITH A RETAIL PRICE IN THE \$45-\$45 RANGE. A SPECIAL PRICE FOR MEMBERS AND DETAILS OF DISTRIBUTION ARE ON THE AGENDA FOR THE NEXT MEETING OF THE BOOK COMMITTEE.

MARYLAND TAMS IS AN EXCITING ORGANIZATION DOING MANY THINGS. OUR MEETINGS ARE WELL ATTENDED AND INCLUDE AND INCLUDE AN AUCTION, UPDATE ON BUSINESS OF THE SOCIETY, AND USUALLY A SPEAKER. COME TO AS MANY MEETINGS AS YOU CAN AND PARTICIPATE. WHAT A GREAT HOBBY WE HAVE!

Russ

QUESTION: AT WHAT INTERSECTION WAS BRAGER'S LOCATED?

ANSWER: SARATOGA, EUTAW, AND CLAY STS.



BALTIMORE OMNIBUS COMPANIES OF THE 1850'S

BY RUSS SEARS

AS A SERIOUS COLLECTOR OF BALTIMORE OMNIBUS TOKENS, I WANTED TO SEE WHAT I COULD FIND OUT ABOUT THE BALTIMORE OMNIBUS COMPANIES WHICH OPERATED IN THE 1850'S AND POSSIBLY 1860'S. THE FIRST THING I FOUND WAS THAT ALMOST ALL OF THE INFORMATION IN TOKEN BOOKS IS CONTAINED IN SCHARF'S HISTORY OF BALTIMORE CITY AND BALTIMORE COUNTY, A BOOK FROM THE 1880'S. VERY LITTLE, IF ANY, NEW FACTS HAVE BEEN PUBLISHED SINCE THAT TIME. THE FOLLOWING IS WHAT I WAS ABLE TO FIND.

OMNIBUS LINES WERE ESTABLISHED IN BALTIMORE ON MAY 1, 1844. AT THAT TIME, A RIDER COULD PURCHASE 16 TICKETS FOR A DOLLAR.

THE OMNIBUS WAS SIMILAR IN SIZE AND APPEARANCE TO A STAGE COACH. ALTHOUGH SOME WERE LARGER THAN OTHERS, MOST OF THOSE USED FOR PUBLIC TRANSPORTATION IN BALTIMORE WERE ABOUT THE SIZE OF A STAGE COACH. TWO HORSES PULLED THE OMNIBUS WHICH OPERATED DURING BUSINESS HOURS ON WEEKDAYS. SOME OF THE OMNIBUS OPERATORS TRAVELED TO COUNTY LOCATIONS SUCH AS GOVANS AND ELLICOTTS MILLS. THIS WAS A TIME WHEN BALTIMORE WAS ONLY 13 SQUARE MILES WITH A POPULATION OF A LITTLE OVER 169,000 PEOPLE.

ACCOMMODATION LINE:

WHILE ESTABLISHED BY ADOLPHUS JOHNSON, THE LINE WAS LATER OPERATED BY CAPTAIN GEORGE A. COLEMAN AND CAPTAIN EDWIN BAILEY. THE 1851 DIRECTORY LISTED JOHNSON AS A WAGONER AT 120 THAMES; 1853-4 LISTS HIM AS A LIVERY STABLE KEEPER. FROM 1852 THRU 1860, COLEMAN AND BAILEY WERE LISTED IN CITY DIRECTORIES AS SHIP CHANDLERS LOCATED AT 105-107 THAMES, 14 S. BROADWAY, 114 THAMES, 116 THAMES, AND BALTIMORE WEST OF BROADWAY. THIS LINE RAN FROM THE FOOT OF BROADWAY TO PRATT STREET TO GAY STREET TO BALTIMORE STREET TO FRANKLIN SQUARE AND RETURN. IN LATER YEARS, THE ROUTE WAS MADISON AVENUE TO HOWARD STREET TO BALTIMORE STREET TO GAY STREET TO PRATT STREET TO BROADWAY AND RETURN.

JAMES MITCHELL-PEOPLES LINE:

DIRECTORIES OF 1849 THRU 1860 LISTED MITCHELL AS HACK PROPRIETOR, HACKMAN, OMNIBUS KEEPER, AND PROPRIETOR OMNIBUS LINE AT LOCATIONS OF 24 AND 30 CONSTITUTION, 45 NORTH STREET (NOW GUILFORD AVENUE), FREDERICK ROAD NEAR STRICKER, WEST BALTIMORE EXTENDED, AND BALTIMORE NEAR FULTON. SOME YEARS LIST PEOPLE LINE AND OTHERS DO NOT.

MITCHELL OPERATED IN THE OMNIBUS BUSINESS LONGER THAN ANY OTHER OMNIBUS OPERATOR WHO USED TOKENS. IN 1860, HE IS ALSO SHOWN AS PROPRIETOR OF MILLERS HOTEL AT GERMAN (REDWOOD) AND PACA.

ANDREW YINGER WAS A WAGONER BETWEEN 1848 AND 1852, LOCATED AT 756 BALTIMORE STREET AND 304 RABORG. SINCE YINGER OPERATED BETWEEN BALTIMORE AND ELLICOTT MILLS, HIS OPERATION WAS PROBABLY MORE LIKE THAT OF A STAGE COACH OPERATING BETWEEN CITIES THAN A LINE WHICH PICKED UP AND DROPPED OFF RIDERS EVERY FEW BLOCKS.

GRANNIS AND TAYLOR AS OMNIBUS OPERATORS REMAIN A MYSTERY. THERE WERE MANY TAYLORS IN BALTIMORE IN THE 1850'S AND 60'S. TRANSPORTATION RELATED TAYLORS INCLUDED:

TAYLORS LINE STEAM PACKET (1849-50)

JOS. J. TAYLOR AGENT BALTIMORE STEAM COMPANY

W. FALS AVENUE CITY BLOCK (1853-4)

WM. TAYLOR HUCKSTER (1856-57 AND 1860)

WM H. TAYLOR SAILOR (1855-56)

JOHN R. TAYLOR OMNIBUS DRIVER (1860)

WM H. TAYLOR CLERK CAMDEN STATION (1860 AND 1864)

WM. H. TAYLOR WAS A PARTNER WITH THOMAS P. GRANNISS AS GRANNISS AND TAYLOR THE 1864 OYSTER PACKERS. TAYLOR'S COMPANY CONTINUED AT THE SAME LOCATION UNTIL 1902.

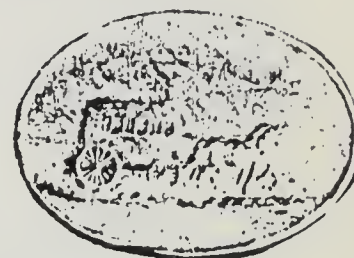
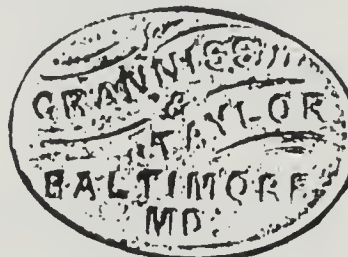
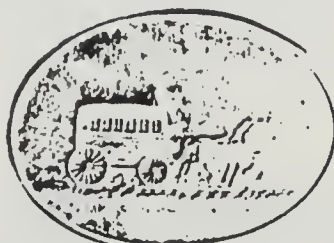
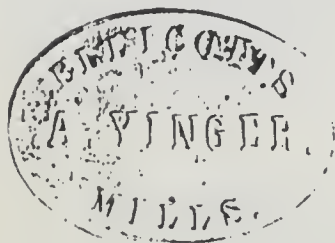
THOMAS P. GRANNISS, ALSO SPELLED GRANNIS DID NOT APPEAR IN DIRECTORIES THRU 1864. SINCE HE WAS ONE OF THE PARTNERS IN AN OYSTER PACKING FIRM, IT IS APPARENT THAT HE DIDN'T ALWAYS RESPOND TO THE CITY DIRECTORY QUESTIONS.

ALLOW ME TO THEORIZE ABOUT WHAT MIGHT HAVE BEEN. MR. TAYLOR AND MR. GRANNIS WERE FRIENDS. TAYLOR WORKED AS A CLERK FOR THE B & O RAILROAD AS DID B.F. ZIMMERMAN WHO HAD OPERATED CITIZENS OMNIBUS LINE. CHRIS ZIMMERMAN OPERATED AS A WAGONER WHEN B.F. LEFT THE OMNIBUS BUSINESS. PERHAPS GRANNIS AND TAYLOR OPERATED THE OMNIBUS AFTER TAYLOR MET ZIMMERMAN, AND LIKE B.F. ZIMMERMAN, ALLOWED A RELATIVE TO OPERATE THE OMNIBUS UNTIL THEY SOLD THE OMNIBUS TO JOHN R. TAYLOR WHO COUNTERSTAMPED THE TOKENS. DURING THE CIVIL WAR, GRANNIS AND TAYLOR (WHO HAD BEEN A WATERMAN IN 1852) DECIDED TO CAPITALIZE ON THE CIVIL WAR DEMAND FOR PACKED OYSTERS AND STARTED THAT BUSINESS. BOTH WERE INVOLVED IN OYSTER PACKING FOR MANY YEARS.

BY THE LATE 1850'S ONLY THREE OMNIBUS LINES REMAINED. THE OWNERS OF THESE LINES, MITCHELL, ROBERTSON, COLEMAN, AND BAILEY ATTEMPTED TO OBTAIN A STREET RAILWAY CHARTER. THEIR EFFORTS WERE IN VAIN BECAUSE OF THE POLITICAL CLOUT OF THE ORGANIZERS OF THE BALTIMORE CITY PASSENGER RAILWAY COMPANY.

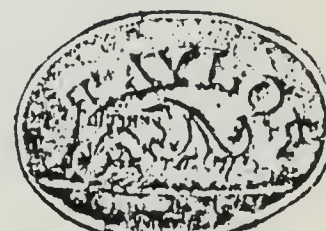
THE BEGINNING OF THE STREET RAILWAYS IN 1859 REPLACE THE OMNIBUS LINE. BUT, THE OMNIBUS CONTINUED FOR MANY YEARS. AN AUGUST 1862 ISSUE OF THE TOWSON ADVOCATE NEWSPAPER NOTED THAT A TRAVELER FROM BALTIMORE TO ELLICOTT'S MILLS COULD TRAVEL BY HORSECAR TO CATONSVILLE AND BY OMNIBUS FROM CATONSVILLE TO ELLICOTT'S MILLS. IT IS THOUGHT THAT THE LAST OMNIBUS OPERATION IN BALTIMORE RAN FROM BROADWAY AND PRESTON STREET TO THE FOOT OF BROADWAY IN 1895.

OUR BALTIMORE OMNIBUS TOKENS WERE DEFINITELY USED IN THE 1850'S, AND I FEEL INTO THE EARLY 1860'S. IT IS UNFORTUNATE THAT THE PEOPLE WHO PUBLISHED CITY DIRECTORIES DID NOT FEEL THAT OMNIBUS OPERATORS SHOULD HAVE BEEN LISTED AS A BUSINESS CATEGORY. THESE OPERATORS WERE APPARENTLY CONSIDERED IN THE SAME CLASS AS HUCKSTERS AND LIVERY STABLE KEEPERS.



MD60A A. YINGER ELICOTT'S MILLS
(omnibus)
22x16mm oval WM

MD60E GRANNISS & TAYLOR BALTIMORE, MD.
(omnibus)
22x16mm oval BR



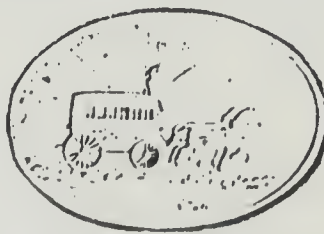
MD60B BFZ & CO. CITIZENS LINE
(omnibus)
22x16mm oval WM

MD60F GRANNISS & TAYLOR BALTIMORE, MD.
(omnibus)
22x16mm oval BR
Counterstamped TAYLOR



MD60C BFZ & CO. CITIZENS LINE
(omnibus)
22x16mm oval WM
Counterstamped 5

MD60F



MD60D PEOPLES LINE. J. MITCHELL
(omnibus)
22x16mm oval WM



MD60G ACCOMMODATION - LINE (star)
(omnibus)
18mm Oc WM

ATWOOD CATALOG NUMBERS

MD TAMS CLASSIFIED

HELP - STILL NEED SEVERAL JOHN WANAMAKER CHRISTMAS DRAWING COMPETITION MEDALS TO COMPLETE COLLECTION. ALSO WANT ANY OTHER WANAMAKER EXONUMIA.
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Membership Report

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(RUSS SEARS)

R-191 HARRY CARLTON SWANN
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RESEARCH-RESOURCES OF THE BALTIMORE CITY ARCHIVES

THE BALTIMORE CITY ARCHIVES LOCATED AT 211 EAST PLEASANT STREET, ROOM 201, BALTIMORE, MD 21203 (301)396-4863. THE ARCHIVES IS OPEN MONDAY THROUGH FRIDAY, 8:30am to 4:30pm AND IS CLOSED ON WEEKENDS AND LEGAL HOLIDAYS.

JUST A FEW OF THE THINGS THE ARCHIVES HAVE ARE:

- TAXATION RECORDS 1793 TO RECENT PAST

- ELECTION RECORDS (VARIES DATES)

- 1868 POLICE CENSUS

- RECORDS FOR THE BALTIMORE FIRE DEPT.

- WPA-HRS ALPHABETICAL NAME INDEX (1756 TO 1938 NAMES APPEARING ON DOCUMENTS SUCH AS PETITIONS, LICENSES, BONDS, POLICE REPORTS, CORRESPONDENCE, APPLICATIONS AND CIVIL WAR RECORDS).

- 1833 TO 1866 SHIP'S PASSENGERS ARRIVING IN BALTIMORE.

THE ABOVE INFORMATION FURNISHED FROM BOOKLET SUPPLIED BY RICH KAMINSKI.

next deadline Nov 15th

★ WANTED ★

We are serious collectors of exnumia and
want to buy any of the following that are
needed for our collections.

- John Wanamaker (also Wanamaker & Brown) ephemera
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 - Miller/Rulau Merchant Tokens
 - So-Called Dollars
 - Civil War Store Cards
- Political Tokens & Silks (Pre-1900)
- Tokens depicting or related to pianos
 - Almost any token made of silver
 - Old books & catalogs on exnumia

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Dog Tags Montgomery County

BY ED LANHAM

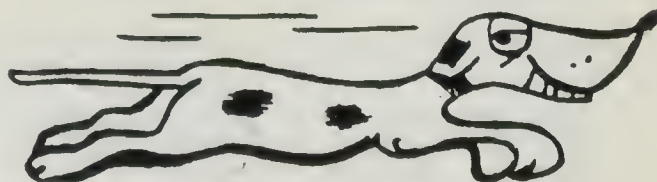


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PAUL

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AMERICAN TURNERS

BY JANE SEARS

FOUNDED IN BALTIMORE IN JULY, 1849 AS THE SOCIAL DEMOCRATIC TURNVEREIN.

BALTIMORE WAS NATIONAL HEADQUARTERS FOR THE TURNERS AND PUBLISHED A WEEKLY NEWSPAPER FOR TURNERS.

BALTIMORE'S TURNER HALL WAS DESTROYED BY SOUTHERN SYMPATHIZERS DURING THE CIVIL WAR BECAUSE TURNERS SUPPORTED PRESIDENT LINCOLN AND THE NORTH. (16 EAST LOMBARD, CORNER FRONT STREET).

HISTORY RECORDS THAT FROM THE ORIGINAL SOCIETY SEVERAL GROUPS LEFT TO FORM NEW CLUBS, NAMELY VORWAERTS TURNERS, THE ATLANTIC TURNVEREIN AND THE GYMNASIUM TYRAMID CLUB. THE LATTER TWO SURVIVED FOR ABOUT 20 YEARS, BUT VORWAERTS PROSPERED AND BECAME A VERY STRONG INFLUENCE IN THE TURNER MOVEMENT IN BALTIMORE, LATER MERGING WITH THE PRESENT BALTIMORE TURNERS IN 1943.

IN 1888 THE TURNER CLUB REORGANIZED AND BECAME THE GERMANIA TURNVEREIN, A DIRECT DESCENDANT OF THE SOCIAL DEMOCRATIC TURNVEREIN FOUNDED IN 1843. (TURNER HALL LOCATED OVER 34 N. BALTIMORE ST.).

IN 1895 THE CITY OF BALTIMORE, UNDER THE ADMINISTRATION OF MAYOR HOOPER INCLUDED PHYSICAL TRAINING AS A REGULAR STUDY IN THE PUBLIC SCHOOLS. THIS ACTION CAME UPON AN ORDINANCE INTRODUCED INTO THE CITY COUNCIL BY COUNCILMAN LEWIS HOFFMAN, A PROMINENT MEMBER OF THE TURNERS. A MEMBER OF VORWAERTS TURNERS, C.F. EMIL SCHULZ, WAS MADE DIRECTOR OF PHYSICAL EDUCATION.

AT THE TURN OF THE CENTURY, WHILE THE CLUB WAS REACHING NEW HEIGHTS BOTH IN MEMBERSHIP AND ACTIVITIES, DISASTER AGAIN STRUCK. THE GREAT BALTIMORE FIRE OF 1904 DESTROYED THE RECORDS, HOME AND APPARATUS, LEAVING NO WRITTEN EVIDENCE OF THE EARLY HISTORY OF THE ORGANIZATION.

THE TURNERS WERE WITHOUT A HOME OF THEIR OWN AND MET AND CONDUCTED ACTIVITIES FROM MANY LOCATIONS, ONE OF WHICH WAS THE OLD DARLEY PARK, UNTIL 1909 WHEN THE BUILDING AT 1843 N. GAY STREET WAS PURCHASED, AND ON APRIL 10, 1910 THE NEW HOME WAS READY FOR OCCUPANCY. THE TURNERS, LED BY THEIR OWN DRUM AND BUGLE CORPS, AND DRESSED IN GAY UNIFORMS, MARCHED FROM DARLEY PARK TO THEIR NEW QUARTERS.

A PERIOD OF PROSPERITY FOLLOWED UNTIL WWI AGAIN SLOWED PROGRESS OF THE TURNERS. FOLLOWING THE HOSTILITIES THE CLUB AGAIN DEVELOPED PHYSICAL EDUCATION CLASSES THAT WERE TO GIVE A GOOD ACCOUNT OF THEMSELVES IN COMPETITION. THE GERMANIA LADIES CLASSES DEVELOPED HIGH-RANKING COMPETITORS IN THE NATIONAL AMATEUR ATHLETICS UNION—ONE OF WHOM WAS TO REPRESENT THE UNITED STATES ON TWO SUCCESSIVE OLYMPIC GYMNASIUM TEAMS, IN 1936 AND 1940.

AGAIN IN 1941, WWII INTERRUPTED THE PROGRESS OF THE TURNERS AND BOTH THE GERMANIA TURNERS (NOW KNOWN AS THE BALTIMORE TURNERS) AND THE VORWAERTS, WERE BESET WITH SERIOUS FINANCIAL PROBLEMS. THE BALTIMORE TURNERS LEASED ITS PROPERTY TO THE FEDERAL GOVERNMENT IN 1943 TO BE USED AS APARTMENTS AS AN EMERGENCY WAR MEASURE AND THE VORWAERTS SOLD ITS PROPERTY TO THE CITY GOVERNMENT. EACH CLUB ACQUIRED TEMPORARY QUARTERS FOR MEETING PURPOSES.

IN 1947 THE BALTIMORE TURNERS TOOK THE INITIATIVE IN REVIVING GYM CLASSES AND THROUGH THE COOPERATION OF THE BALTIMORE CITY BUREAU OF RECREATION AND THE BOARD OF EDUCATION THEY WERE GRANTED PERMISSION TO CONDUCT CLASSES ONE NIGHT EACH WEEK FOR A THREE-HOUR PERIOD.

THE CLASSES WERE CONDUCTED BY MEMBERS OF THE BALTIMORE TURNERS AND SOON ATTENDANCE EXPANDED SO RAPIDLY THAT ADDITIONAL TIME WAS REQUESTED, AND GRANTED, THUS ESTABLISHING THE CLASSES ON A REGULAR BASIS. THESE CLASSES OPERATED FOR 17 YEARS AT THE MONTEBELLO SCHOOL UNDER THE COMPLETE SUPERVISION OF TURNER MEMBERS SERVING AS INSTRUCTORS WITHOUT CHARGE.

IN 1951 THE TURNER AGAIN RETURNED TO THEIR FORMER BUILDING AT 1843 N. GAY STREET AND, IN 1955 PURCHASED THEIR PRESENT BUILDING IN ROSSVILLE, BALTIMORE CO., WHERE GYMNASIUM CLASSES ARE HELD REGULARLY WITH GRATIFYING RESULTS. (LOCATED AT 9124 LENNING LANE OFF RT. 7, OLD PHILADELPHIA ROAD NEAR FRANKLIN SQUARE HOSPITAL).

AS POINTED OUT EARLIER IN THIS RECORD THE TURNVEREIN VORWAERTS AND THE GERMANIA TURNERS MERGED AND BECAME ONE SOCIETY ON NOVEMBER 10, 1948, ALMOST EXACTLY ONE HUNDRED YEARS AFTER THE ORIGINAL FOUNDING OF TURNERISM IN BALTIMORE.



OBV: SEC. DEM. T. UNION
IN CENTER " 5 "

OBV: AMERICAN/TURNERS
/BALTO., INC.

REV: OWL, & C.

REV: (ORAN) 5 (ORAN)

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MILLER 158

AL, RD, 21MM

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NEWSPAPER AD

BOOK REVIEW

REVIEW SUPPLIED BY CURTIS H. JUDGE

"Automobile Washing Tokens", 1986

by Harold V. Ford and John M. Coffee, Jr.

We would like to report on an excellent volume recently published by Mr. Harold V. Ford and John M. Coffee, Jr., through the American Vecturist Association. This volume is "Automobile Washing Tokens". It is a hard bound volume encompassing 200 plus pages with many varied token and facility illustrations.

Because the automobile is so important to us, its care and grooming have become an important industry. In addition to the huge roadway system required to keep the automobile running, there is another subsidiary industry required to keep it looking nice. Thus, the automobile washing business and its associated tokens came about.

Car washing in the early days was one of the many services offered by service stations. Later on, many full-service car washes appeared. The owner would pay his fee and drive his automobile through a long tunnel-like device which washed and then dried his vehicle. The price of this type washing operation was not cheap. In reaction to the cost of this type system, in the early 1960's a "do it yourself" automobile operating system became established. These first small operations generally only cost 25¢ for five minutes operation of a spray hose for your car. You would drive your vehicle into a small bay, deposit your money, and then use the spray gun.

At these facilities, there was usually a change machine so that customers who lacked the correct change could still use the equipment. To discourage random draining of the change machine, a token dispenser later came into play. You inserted your dollar bill into the machine and received a token and the appropriate amount of change. The token was then used to activate the car wash machinery.

The largest "do it yourself" car wash franchise was Sofspra. The Sofspray company was responsible for more car wash tokens than any other issuing entity. Not all Sofspra installations used tokens, but hundreds of them did. There were quite a few independent operated token issuers also.

The volume issued by Messrs. Ford and Coffee is the standard reference work on automobile washing tokens. The volume is set up in a state-by-state format. Each state is then broken down into an individual city with sub-categories for the individual tokens known to the city. Complete information is given about the individual tokens including the metallic content, size, shape of token, reverse and obverse inscriptions, and a rarity valuation. This list process is similar to the one used by the American Vecturist Association in their transportation token catalog.

Persons interested in ordering this unique catalog covering a not widely known area of exonomia may order their copy from Mr. J. M. Coffee, Jr., P.O. Box 1204, Boston, Massachusetts 02104.

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Streetcars are alive in Baltimore!

Baltimore in 1859 was just a tiny town down by the harbor. But in that year, the first rails were laid that soon would transform the city into the metropolis it is today. First the horsecars, and then the electric cars that followed, all carried people farther and farther out from town. And where the people went, the city followed. Like the spokes of a wheel, the rails in the streets were the arteries that let the city grow. They brought family and friends, home, work, shopping and school all closer together.

Today, little more than a century later, the rails are gone. The last streetcar clanged off the streets in 1963, a victim of "progress" and "modernization." Now, that era can only be relived at the Baltimore Streetcar Museum, home of one of America's finest collections of one city's street rail heritage.

Your visit begins in the Museum Visitors Center, designed to echo streetcar terminals of days gone by. There you can see displays and exhibits which capture the highlights of that earlier era; attend a showing of "Rails Into Yesterday," the hourly program outlining the history of Baltimore's street railways and the role they played in our town's development; and enjoy the murals and special

presentations, many of which are changed regularly, throughout the year.

Then board a clanging, rocking streetcar for a ride into history. As the car clickety-clacks up historic Jones Falls Valley, an authentically dressed conductor will ring up your fare. You settle back and relive the days when street rail transportation was king.

Along the way you'll see things out of Baltimore's past: a huge iron wheel from the 1890's cable car system, bridges, buildings, and the roundhouse that was once the local shops of the Maryland and Pennsylvania Railroad. After a brief layover at the end of the line, your car returns to the Visitors Center.

Our carhouse contains over a dozen vehicles from Baltimore's streetcar past, from one of the oldest horsecars to the very last car on the streets in 1963. Some have been meticulously restored; others are still being worked on by the museum's all-volunteer staff...the group dedicated to their preservation.

We hope you enjoy your visit to the Baltimore Streetcar Museum.

We're happy to welcome you here.



The Baltimore Streetcar Museum, Inc.

MUSEUM LOCATION
1901 Falls Road
Baltimore, Maryland

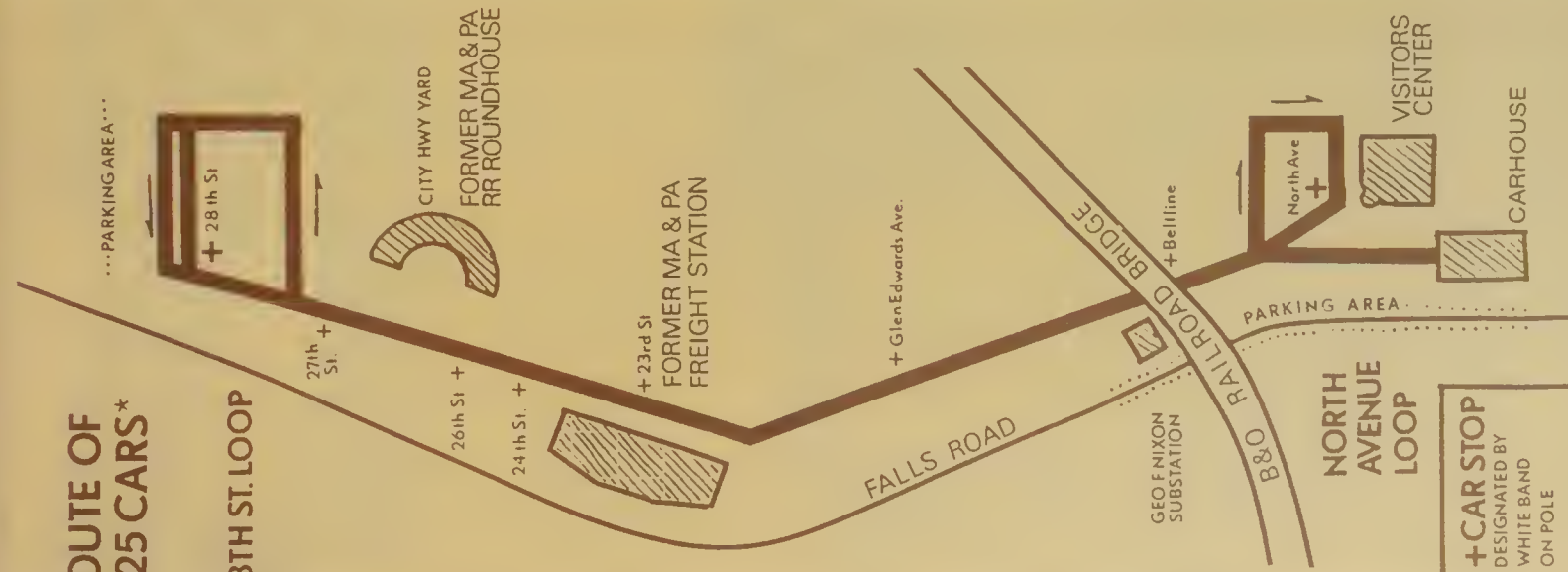
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June, July & August: Thursdays, 7-9 PM;
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Large Parties: We request that large parties planning to visit during our regular hours notify us two weeks in advance so that we can make adequate preparation.

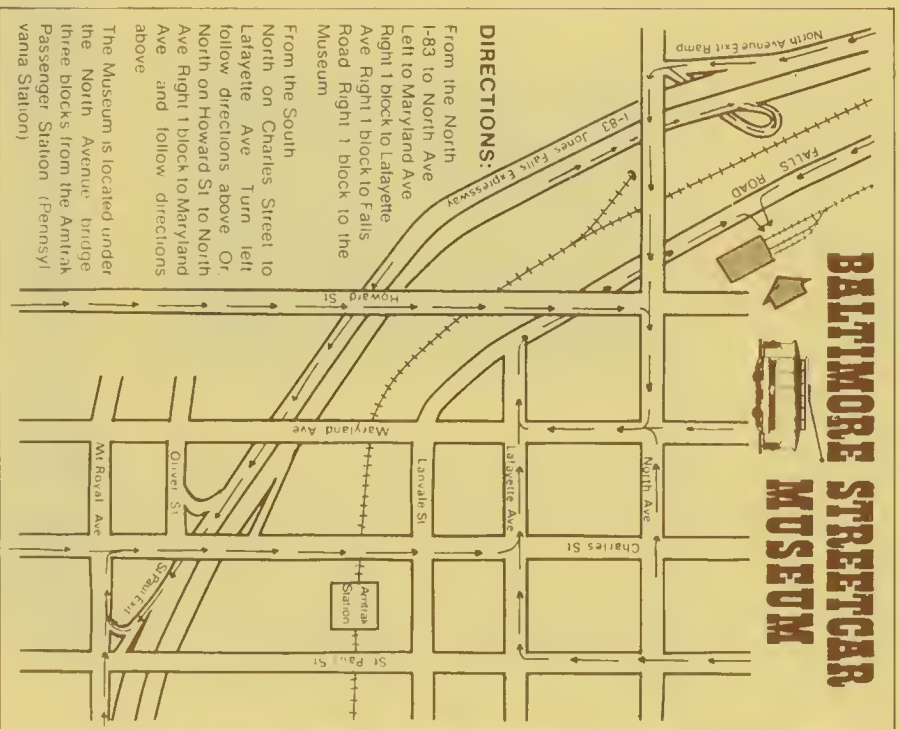
Group Tours are available by prior arrangement; three weeks notice, please.

No Admission Charge: Admission to the museum is free. We do maintain collection boxes where contributions are gratefully accepted.

Fares for Rides: Cash fare is \$1 for adults; 50¢ for children, four through eleven; under four, free. Tokens: adult, three for \$2; child, three for \$1. All-day pass, \$2, good for date of issue only.

Mail and Phone: Send all correspondence to Baltimore Streetcar Museum, P.O. Box 4881, Baltimore, Maryland 21211. Phone: 301/547-0264.

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